



CSG9 Participates in Undersea Warfare Exercise

By MC2 MICHAEL COOK
Penny Press Staff
&
MCSN TIM ROACHE
Penny Press Staff

At the kickoff of its latest Western Pacific deployment, the Abraham Lincoln Carrier Strike Group gathered in Hawaiian waters in mid-March to hone its ability to detect, track and counter a threat from beneath the sea.

With increasingly quiet diesel-electric submarines popping up in growing numbers around the world, so has the need for America's Sailors to ensure they are prepared to defend their ships and the sea



A SH-60F Seahawk from HS 2 "Golden Falcons" prepares to retrieve a crewmember of EOD Mobile Unit 11 Detachment 9, during casting and recovering operations. Photo by MCSN Justin Blake

lanes that are so critical to international trade and security.

This strike group, centered around the aircraft carrier from Everett, Wash., is the third to conduct an undersea warfare exercise near Hawaii this year, illustrating Pacific Fleet Commander Adm. Gary Roughead's focus on making anti-

submarine warfare his top war-fighting priority.

"This is a core competency for naval forces in a joint war-fighting environment, and an area where we are constantly looking for ways to improve," said the four-

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ALCSG Hones Skills

By MCSN MARY GUINEY
Penny Press Staff

Abraham Lincoln Carrier Strike Group and Destroyer Squadron Nine participated in a training exercise, Commander Pacific Fleet Undersea Warfare Exercise 2006-3 March 12 - 14 in the Hawaiian operating area.

U.S. submarines were sent into the operating area, acting as an aggressor force, to be located and tracked by personnel participating in the exercise. The goal was to test and improve the strike group's readiness for a submarine threat.

The Navy is always trying to hone and perfect the skills

of the fleet with improvements in training to keep up with the ever-changing military and political environment in the world. Training in Undersea Warfare is essential due to the growing threat of submarines from aggressive nations.

"Training is important because if we're not able to protect the battle group, then we're not able to project power," said Senior Chief Aviation Warfare Systems Operator (AW/NAC) Jesse Cash of Helicopter Anti-Submarine Squadron (HS) 2 "Golden Falcons".

Every Sailor knows that training is always a major aspect of Navy life. It seems that every time a Sailor finishes one training period, another begins.

Cash explained that the Navy of yesterday concerned itself

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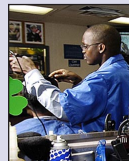
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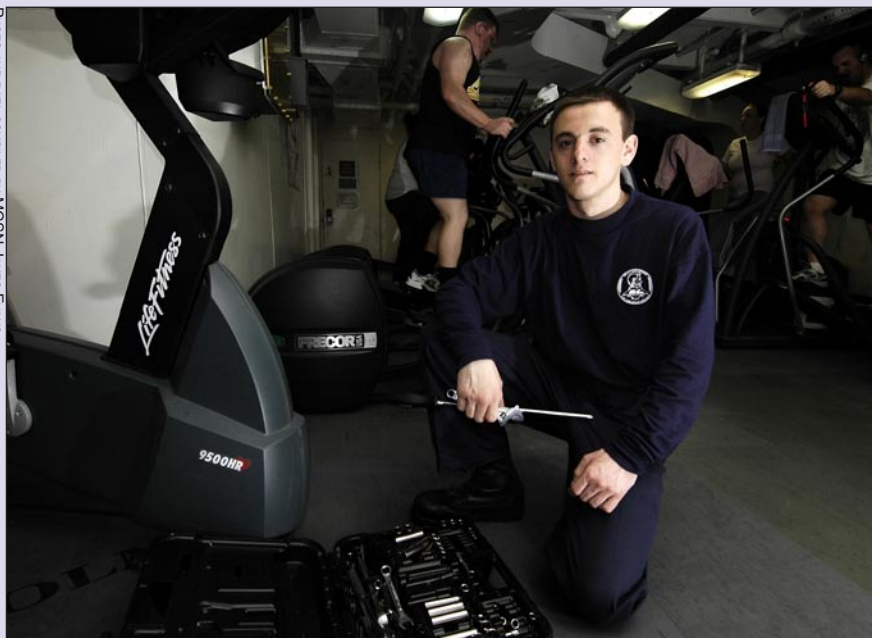


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Local Stories

Spotlight Sailor

PHOTO AND DATA COMPILED BY MCSN JAMES EVANS



AN Thomas Loomis

MWR/S-7

Joined the Navy:

April 4, 2004

Reason he joined the Navy:

"I wanted to travel and do something that I had never done before."

Advice to new Sailors:

"Keep your head clear, stay out of trouble, and do what you're told."

EM2(SW) Corrine Jensen,
Loomis' LPO, talks about her
"Spotlight Sailor:"

"Airman Loomis is a hard worker, and is constantly performing maintenance and upkeep on various gym equipment around the ship."



March 17, 1898

USS Holland, the first practical submarine, was launched.



**ATTENTION
ON DECK!!!**

Remember to Stay Hydrated!

Here's Why:

-75% of all Americans are chronically dehydrated.

-In 37% of Americans, the thirst mechanism is so weak that it's often mistaken for hunger.

-Even mild dehydration will slow down one's metabolism as much as 3%.

-One glass of water will shut down midnight hunger pains for almost 100% of dieters studied at University of Washington.

-Lack of water is the number one trigger of daytime fatigue.

-A 2% drop in body water can trigger fuzzy, short-term memory, trouble with basic math, and difficulty focusing on a computer screen.

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Column

Service Record Maintenance

By **FLTCM(AW/SW) JON R. THOMPSON**
Special to the Penny Press

For every day you serve in the Navy the need for you to properly maintain your service record increases. If you are the type of person who thrives on organization and have an eye for details, you will probably be just fine. However, if you are not very organized, you may be setting yourself up for some problems when you become more senior and record errors might cause you advancement problems.

Enlisted personnel have two records: a field service record (maintained by your local PSD) and an official record, maintained electronically by the Navy Personnel Command (NPC). Some of you may assume that if your field service record is accurate, so must your electronic record. That assumption could be wrong. One does drive the other, but the information in your field service record is only added to your electronic record upon reenlistment (with a couple notable exceptions like evaluations/fitness reports and personal awards).

First, your field service record: This record is your "hard" copy of all your qualifications, achievements, schools, orders, security information, awards, evaluations or fitness reports, etc. You should review it periodically to ensure that everything is up to date, especially your Page 4. Depending on your rank and position, and your PSD's policy, you may not have the ability to physically check your record out, but each of you maintains the right to review your record (even if in the confines of the PSD). You should always make sure your field service record is up to date before reviewing your electronic record.

Your electronic record is available for review using the BUPERS ONLINE website: <http://www.bol.navy.mil>. If you have not logged on and gained a password, you need to do so. Within the BOL website you will have access to a variety of services and records: Advancements, Application Status, FITREP/Eval Reports, PSR/ESR, PRIMS, SRB info, your current orders, and you and you can order your official record on CD.

Since this website maintains an on-going status of your record, you should



visit this site often and ensure the data shown is accurate. You should also order your official record on CD at least annually and about six months before you appear before any selection board. It's important to order your record early because if there are errors found, it's your responsibility to get the errors corrected. Selection board view errors as YOUR fault and the board will hold you accountable. Do yourself a favor, review early and make sure you are not one of those unfortunate Sailors that are passed up for advancement or selection

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SKILLS

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with surface and air battles, but today's Navy is simply not facing that type of threat and Sailors' training must reflect this new threat.

"[Cruisers and destroyers] are out there looking for subs, once they find something, that's when the helicopters get called out to track them from there, and attack if necessary," said Aviation Warfare Systems Operator 2nd Class Donal Shannon. He explained that the function of the smaller ships in the exercise is primarily to locate submarines. The AWs of the helicopter squadrons then track the subs. In order to do so effectively, AWs must study the types of submarines and how to recognize them.

According to Shannon, real-life training is more effective than simulated training.

"In simulators, the targets are right there, you've got a perfect contact," said Shannon, "In a real-life situation, the sub is actively evading you and the challenge is to keep contact."

Shannon explained that in the simulated training, personnel would get into a simulated helicopter and there would be an instructor running the simulated submarine. Their goals were the same, but environmental factors weren't there, making the exercise unrealistic.

Shannon pointed out that in real-life situations, personnel have to be prepared to handle real-life elements that occur at sea and how these elements affect gear and the abilities of the Sailors.

"Out here, all the temperatures, salinity, and pressures are going to mix and really show us the capabilities we have," said Shannon "Instructors aren't [as] realistic."

One goal of the Navy has always been to perfect the abilities of the fleet through extensive training. As technology grows and world situations change, the Navy is diligent about assuring that the training they provide is as realistic as possible. When Undersea Warfare training is conducted in real-life conditions, Sailors become ever more prepared to handle situations as they come up.

Local News

USWEX

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star admiral whose area of responsibility stretches across the vast ocean area from the west coast of North America to the east coast of Africa.

The other ships in the strike group are the guided-missile cruiser USS Mobile Bay (CG 53) from San Diego, and the guided-missile destroyers USS Russell (DDG 59) from Pearl Harbor and USS Shoup (DDG 86), from Everett, Wash.

"Individually, everyone is up to speed on training," Senior Chief Aviation Warfare Systems Operator (NAC) Jesse Cash said of the units involved in the exercise. "It's time to work as a team now."

As with all naval exercises, there was detailed consideration toward environmental protection and the safeguarding of marine mammals -- both fundamental factors in planning an exercise.

Every precaution was taken to minimize the potential for negative impacts on the environment.

"Sea life such as whales, dolphins and sea turtles are one of our biggest concerns," Cash said. "We take precautions on an hourly basis. We look historically to see what kind of sea life has been in the area. Before we conduct operations, we do a really good survey of the environment, both visually and with our equipment."

Protective measures are taken by lookouts in helicopters, on the weather decks of every ship, and by numerous sonar technicians, all closely watching -- and listening -- for marine mammals.

The Navy spends millions of dollars each year on research to better understand the potential effects of man-made sound on marine mammals. That helps ensure Navy policy and compliance are based on real science.

FLTCM

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because their records were not accurate.

Now that you know where to view your record, I'd like to talk about what information you should be reviewing. Basically, you want to ensure the following things are completely accurate:

- Evaluations / Fitness Reports
- Awards
- Education Information (both Navy schools and civilian education)
- Special Qualifications (warfare qualifications, special NECs, certifications)

I'm also a firm believer in making copies of everything and my advice to each of you is

to create a file that you can reference at any time that has copies of everything pertaining to your career. I think you will find that having such a file will serve you over and over if you stay in the Navy for a career.

Why is record maintenance so important? If it isn't already obvious, I'll share with you one of the biggest frustrations of the Master Chiefs who sit on selection boards: Inaccurate or incomplete records! Your record has to stand by itself. If you have errors, those sitting on selection boards cannot correct them, nor guess what might be correct. Also, keep in mind that if you have something missing from your record, YOU may be the only person who knows it's missing. Board

members review what is before them only and cannot assume or guess. You owe it to yourself to ensure your record reflects your complete career.

Here's a bit of advice: Every time you achieve a career milestone, whether that's a school, certification, qualification, NEC, etc. you should do the legwork to ensure it gets entered properly in your service record. Receiving a graduation certificate at a ceremony is not the last step in the process...ensuring the document is reflected in your record is the final step. While it is true others often take care of some of this for you, ultimately it's your responsibility to ensure the data entry was done, and was done accurately.

Shipmates, I encourage all of you to prepare for advancement smartly. While it's true you need to accomplish much to prepare for each new paygrade, the time it takes to achieve that next paygrade can sometimes be tied to how "squared away" your service record is. Take the time to get it right. If you are missing something, or notice errors, take the time to get the help you need to correct the problem. When you order your record on CD, there are instructions about how to correct errors. Also, check with your local PSD if you have questions -- the folks at the PSD are experts and can get you quick answers to your questions. Get organized, check your record often, and good luck!

A Message from DAPA

More than our high-tech equipment, superior tactics, or unparalleled logistics, it is our people who make us the best Navy in the world, and any threat to them must be dealt with quickly and decisively. Alcohol abuse and the incidents it causes impair our readiness and reduce the quality of life of our Navy team. For further information contact PRC(AW) Stone at J-Dial 405 or PCS 2519.

Look for next week's issue of the Penny Press for more information about Lincoln's participation in the CPF USWEX 06-3.

Local News

Recognizing Outstanding Navy Women

By MCSN NIKKI NESTER
Penny Press Staff

March is women's history month, and in honor of that, USS Abraham Lincoln (CVN 72) and the "Penny Press" would like to recognize a few of the many hard-working women aboard. One such woman is Lt. Cmdr. Carol McMillan, Abe's Material Maintenance Management Officer (3MO).

McMillan originally enlisted in the Navy in Feb. of 1980 as a Torpedoman's Mate (TM). Upon completion of her "A" and "C" school in Orlando, Fla., McMillan was meritoriously advanced to Petty Officer Third Class.

After McMillan was advanced to Petty Officer First Class meritoriously, she was selected as Weapon Station Charleston's Sailor of the Quarter and Sailor of the Year. She was also earned the Naval Sea Systems Command (NAVSEA) Sailor of the Year award.

Three years after making Chief, McMillan submitted her package and was commissioned as a Limited Duty Officer. With a total of 14 years in the Navy, she was off to Pensacola, Fla. for Mustang University. McMillan spent approximately eight weeks learning her new role as an officer.

Directly after school, she left for sea duty on USS Sacramento (AOE 1), where she was the ship's gunner, and the first female gunner aboard a combatant ship.

Throughout McMillan's busy career, there has been one thing that has kept her steady and strong, "Along with my husband, my parents have always been my biggest fans," McMillan said. "They've always supported me."

That support, she said, came in spite



Photo by MCSN James Evans

Lt. Cmdr. Carol McMillan stands proudly next to a 50 cal., one of the tools of the trade when she worked as a gunner. McMillan was the first female gunner aboard a combatant ship.

of the fact that she didn't make it easy for them -- McMillan dropped out of school in tenth grade, "I just got involved with a bad crowd, I wasn't a bad kid or anything, I just hung out with the wrong people."

Needing a change, she obtained her General Education Degree (GED), and after talking with her father about the military, decided to enlist in the Navy. McMillan's father was drafted into the Army, but told his daughter that if she wanted to join the military that the Navy was the best way to go. McMillan said that it was because of the Navy that she was able to restore relations with her family, "I've been able to not only have a great career, but also a wonderful relationship with my parents," she said. "I know that my Naval career has brought great pride and joy to them."

After being stationed aboard USS George Washington (CVN 73) as the ship's gunner, McMillan went to Naval Station Everett for shore duty and earned her BA degree in General Studies from Columbia College. She then advanced to Lt. Cmdr. in 2004. While choosing orders, McMillan decided Lincoln would be great; it was close by home and offered her opportunities that she hadn't had yet

in her career.

Seeing opportunity knocking at her door once again, McMillan jumped at the offer. "I've worked in ordinance my whole time in, and I no longer wanted to do that," she said, "I wanted to do something different, and being the 3MO onboard seemed exciting."

"I am having so much fun," she said. "It's really great being able to work with, and meet, all different types of people."

McMillan has been grateful for her whole career in the Navy, "It's been a series of wonderful things," McMillan said, "I've been very fortunate, the Navy believed in me when I no longer believed in myself."

After almost 27 years, McMillan will retire from the Navy September. With retirement near, McMillan is deservedly excited. She and her husband have fulfilled yet another dream; to retire in Washington state. They bought ten acres of land and built a custom home, "Home Port Farm".

McMillan has shown that it is possible to bridge the gap between men and women in the Navy, "If you work hard and do your job, you are respected professionally for that, it really isn't a factor if you are a man or a woman," she said.

WEEK AT A GLANCE



Local News

JO, PH, LI, and DM Merge to make MC

BY MCSN JAMES EVANS

Penny Press Staff

&

MC1 JOAQUIN JUATAI

Penny Press Staff

The merge of two ratings is not a new idea in the changing climate of the Navy's Personnel management system. The Navy Chief of Information (CHINFO), however, has begun the push to do the unprecedented: merge four ratings into one.

All four of the Navy's media ratings, Photographer's Mates (PH), Lithographer's Mates (LI), Draftsman (DM) and Journalists (JO) are merging into the new Mass Communications Specialist or MC rating.

The Chief of Naval Operations approved the merger Dec. 5, 2005.

MCs can sew on the new rating badge, which consists of a globe representing worldwide mission accomplishment, a satellite's orbit signifying advanced technology, and four lightning bolts reflecting the immediacy of media coverage, in July, 2006.

Preparations for the change have already begun aboard Lincoln, where Sailors in the Media Department have been referring to one another as MCs for several weeks. In addition, the majority of the ship's former Journalists have relocated to the Photo Lab, where they can more effectively integrate with their camera-toting shipmates.

A deck below, in the Print Shop, Chief Mass Communications Specialist (SW/AW) Christopher King, formerly a LI, recently returned from three-months temporary duty at Saufley Field, Pensacola, Fla., where he participated in the Advancement Exam Development Conference (AEDC) for the MC rating, and played an integral part in establishing the rating exam requirements. The conference addressed every aspect of the new rating, from writing test questions for the new advancement exam to determining the official occupation standards of the Navy MC.



Photo illustration by MCSN James Evans

MCSN Timothy Roache, a legacy Photographer's Mate in Abe's Media Department, has been working hard to make himself a more rounded MC. Before the merger was official, he began to cross train, writing stories for the Penny Press.

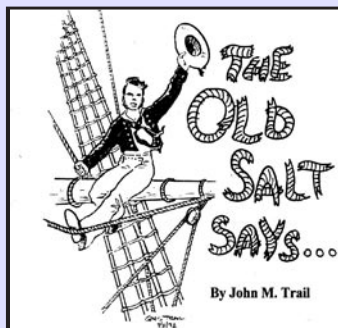
"This is the first time in the history of the Navy that four ratings have gone into one, so it's a unique challenge that we had as exam writers and legacy subject matter experts," said King.

King and other subject matter experts from each of the four ratings worked to combine the four separate rating exams and then edit obsolete material from the pool of possible questions. The end goal was to craft an exam for a rating whose personnel will be capable of accomplishing all of the Navy's multimedia missions.

"CHINFO's vision is to have an MC that can go out, do video, take pictures and write a story," said King.

What this means for Sailors in the four affected ratings is a lot of on-the-job training. Although the merger officially takes effect in July, the Defense Information School, where all four ratings' A-schools are taught, will not be integrating curriculums until October. In the meantime, Sailors who

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"Cut and Run"

"Ahoy shipmates," some of you have heard the term 'cut and run' which means to leave in a hurry. This term came from the days when ship's anchor cables were rope hawsers, not like the chain cables they are today. When ships would "drop the hook," (anchor) sometimes they would not be able to recover it due to a fouled bottom. In the case of an approaching enemy ship or a storm coming when time was of the essence, they would "slip their cable" (cut it, or detach it) and get underway as soon as possible. Hence the word "cut and run", leaving in a big hurry!

Local News

NMCRS Asks Lincoln For Their Help

By MCSN RONALD DALLATORE

Penny Press Staff

&

MC1(SW) JOAQUIN JUATAI

Penny Press Staff

Sailors aboard USS Abraham Lincoln are raising money for the Navy Marine Corps Relief Society (NMCRS) as part of an annual fund drive March 1 through 31.

According to Chief Hospital Corpsman (AW/SW) James Jones, Lincoln's volunteer NMCRS fund drive coordinator, the fund raising mission is to contact every Sailor aboard Lincoln.

"We want everybody aboard this ship to have received an allotment form and have somebody speak to them about NMCRS," said Jones.

NMCRS assists Sailors and their families in case of emergency. According to Chief Religious Program Specialists (SW) Ronald Roberts, NMCRS helps many Sailors, their families, and retirees.

"I've been working with Navy Relief for about ten years," said Roberts "Navy Relief helps families in emergency situations like repairing automobiles and going home on

emergency leave."

Here on the ship, NMCRS primarily helps Sailors with transportation. If a Sailor were to receive a Red Cross message, NMCRS will help the Sailor get to where [he or she] needs to be to deal with the situation, said Roberts.

NMCRS is a non-profit organization that receives its funds solely through donations. According to Jones, Sailors aboard the Lincoln can get involved.

"If you haven't already, you can volunteer to assist with the fund raising efforts that we have going on board the ship right now," said Jones. He explained that there is a fund raising committee aboard Lincoln planning several events throughout the month of March.

"They can also support the fund raising efforts by donating money or buying raffle tickets [for cash or prize drawings]," he added. NMCRS takes cash donations but Sailors can also donate via allotment.

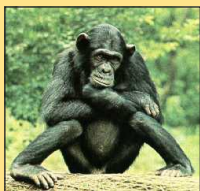
According to Jones, Lincoln Sailors received interest free loans totaling \$151,592, and grants totaling \$16,679, from NMCRS last year.

Donating to NMCRS is one way Lincoln Sailors can help take care of their own. To find out more about NMCRS, contact your departmental NMCRS representative.

Grab the popcorn and soda!!



Make sure you have all your snacks ready for Friday, Mar. 17. SITE TV will be showing two of their latest acquisitions, "Jarhead" and "Fun with Dick and Jane". "Jarhead" will show on Channel 8 at 8:00 p.m. and "Fun with Dick and Jane" will show on Channel 8 at 10:30 p.m. Enjoy!!



Bored?
Why not make a
movie request?

Send an email to
movie_requests@lincoln.navy.mil

Zoom Zoom!

Wish you could buy a new car? Guess what? You can! Navy Auto Source makes it fun and affordable, visit Jiae Bennett in the aft mess decks to build your dream car, or log onto www.navyauto.com. Have fun!

Local News

Navy Auto Source Makes it Possible

By MCSN TIMOTHY ROACHE
Penny Press Staff

Many Sailors have a dream: to own a brand new car. What about owning something more than just a brand new car, what if you could buy a custom built car?

You might think that would be a little pricey, but underway, Sailors have the opportunity to grab that dream of a custom car at factory wholesale price with the help of Navy Auto Source.

Navy Auto Source has been with the Navy for the past 50 years helping Sailors stationed overseas find the car of their dreams at bargain prices. Now, through an act of Congress, Sailors 12 miles off shore or more in international waters can get the same deals on custom built Fords, Chryslers, and even Harley-Davidson motorcycles.

USS Abraham Lincoln (CVN 72) Sailors now have their chance to get in on the same deals.

Navy Auto Source Sales Representative Jiae Bennett is aboard helping Sailors through the process of buying a new vehicle.

"I'm not here to sell just any car," said Bennett. "I'm here to sell the right car to the right customer."

Bennett carefully goes over the process, by sitting down with each Sailor and going over their budget to determine what they can afford according to their rank.

"I'm not going to try to sell an E-1 through E-4 a car that costs more then \$20,000," said Bennett. "I usually like to keep it under \$15,000."



Photo by MCSN Timothy Roache

Navy Auto Source Sales representative Jiae Bennett helps customers purchase custom built Chrysler, Ford and Harley Davidsons.

Bennett explains every step of the car buying process when going over what each Sailor can afford.

"I want to help them (Sailors) understand about financing and insurance payments," she said. "I know that they are not making the most money."

When a Sailor has finished their purchase with Navy Auto Source, not only are they helping themselves, but they are also helping their ship. The ship's store earns commission on each vehicle sold, and Morale, Welfare, and Recreation (MWR) receives direct funding from car sales as well.

Bennett will remain aboard to aid Sailors with their car purchases for the first part of the deployment, but if a Sailor misses their chance this time, they can still go to the Navy Auto Source Web site, www.navyauto.com, where they can buy a car through email. Sailors can also wait until the later in the deployment, when Bennett will be back aboard.

Navy Auto Source has made Sailors' vehicle buying experience what it should be: a fun, affordable, learning experience.

MC

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were trained as PHs, JOs, LIs or DMs are working closely with shipmates from each others legacy media rating to pick up the skill sets unique to each.

One Lincoln Sailor already working to expand his knowledge is Mass Communications Specialist Seaman Joseph Scarberry. A legacy LI who works in the Print Shop, he has been learning the basics of Digital Photography from the Photo Lab staff in his off time.

"I wanted to get ahead and learn at my own pace rather than rushing into things after the merger takes place," said Scarberry.

"The merger is going to be a difficult change, but I look forward to it," he added. "It's a lot to incorporate, but photography is one of those things I've always wanted to learn, so I thought it would be a good place to start."

For Sailors like Scarberry, the merger

will not only mean a change in their job description, but will also open a door to new opportunities in a more diverse and dynamic career field.

Mass Communications Specialists continue to work to provide Lincoln with the best service possible. For more information about the new MC rating, contact MC1 (SW) Juatai at ext. 476, or talk with any of Lincoln Media Department's hard working sailors.

Local News



Shipmates

The strength of a warship lies in the hearts and hands of its crew



Photo by MCSN James Evans

AT3 Jerrod Mutter unscrews a panel on the fuselage of an F/A-18C of VFA-34 "Blue Blasters" in the hangar bay, March 13, 2006.

Editor's Top 10

Places the galley spoons went

10. They were all melted down to construct the mini Abraham Lincoln in the ship's store.

9. Air Department thought they were FOD.

8. John Porter took them all.

7. No soup, no cereal, no spoons, no service!

6. Taken by MWR to be given as prizes for Big Bucks Bingo.

5. Reactor is wearing them as TLDs.

4. Combat Systems is creating a new spoon radar, aka: "Spoodar".

3. They were accidentally off-loaded during the last in-port period.

2. Ashton Kutcher has them. This is the worst episode of "Punk'd" ever.

1. All issued to the Boatswain's Mates to use as paddles in case the reactors went down.

USS Abraham Lincoln Safety Department's

Safety Sailor of the Week



FA Jeremy Crayne



While working high on the stack, FA Jeremy Crayne of Supply's S-8 Department, showed off his Operational Risk Management (ORM) skills and wore a cranial. Crayne's consideration for ORM, and his own safety has made him this week's "Safety Sailor of the Week"